

ATTORNEYS--ENGINEERS.
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ATTORNEY

AND Counselor at Law, and United States Commissioner,
FRANKLIN, VENANGO CO., PA.
Special attention given to the examination of land titles, collections, and the trial of causes in Venango, Crawford, Warren, and Forest counties.
Refers to Hon. Geo. Sharswood, Hon. James Thompson, Hon. Edward King, Hon. A. V. Parsons, and to the Bar of Philadelphia, and the above named counties.
Geo. F. CHESTER, Geo. A. GRASE
ATTORNEYS AT LAW,
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No. 60, Fifth Street Pittsburgh, Pa.
Special attention will be given to cases in the United States Courts, involving the violation of laws relating to the meters and performance of Oil, distilled and
BERRY & TURNER,
ATTORNEYS AT LAW AND SOLICITORS IN
PITTSBURGH, PA.

(Office—No. 1 Fletcher's Block, Titusville, Fla.)
JOS. E. WYCKER.
O. 12 & 141

ANDREW B. HOWLAND.
CIVIL ENGINEER AND SURVEYOR
TITUSVILLE, FLA.
Office in Second National Bank, up stairs. Land on
currently surveyed, Located and Sub-divided; Levelling
given, Outlines and Topographical Maps. Plans and
Sketches of every description correctly and accurately
executed. MYLIN

PHYSICIANS--DENTISTS.

DRS. RENO & SPENCE,
SURGEONS & HOMOEOPATHIC PHYSICIANS.
Office on Pine street, first door below Kingston
Hotel. Openness day and night.
A. RENO, M. D. A. C. SPENCE, M. D.
Nov 17

GEORGE J. LUCK.
SURGEON DENTIST,
Corner Spring and Franklin streets, over Savings Bank.
Office hours from 7 a. m., to 6 p. m. All work well
executed. GEORGE J. LUCK.

N. L. WILLARD,
DENTAL SURGEON,
No. 11 Spring Street, Titusville, Fla.
Office open day and night. Business hours, 9 A. M.
to 6 P. M. A. H. H.

MOTELS.

BUSH HOUSE,
FRANKLIN STREET,
TITUSVILLE, FLA.
W. RIDLEY, Proprietor.
Golf.

GOODWIN'S
Oyster Bay Hotel
—AND—
RESTAURANT,
HURTING ST., OPPOSITE AMERICAN HOTEL
Conducted on the European Plan.
DINING ROOM ON THE SECOND FLOOR
For the accommodation of
Families and Transient Guests
No improper characters admitted.
PURE WINES, LIQUORS & CIGARS
The public patronage is respectfully solicited.
F. GOODWIN, Proprietor.
Titusville, July 8, 1884—Gm

FRANKLIN EXCHANGE HOTEL,
S. R. STRATTON,
PROPRIETOR.
FRANKLIN, VENANGO COUNTY, PA.
1728-17

EXCHANGE HOTEL,
ATKINSON, PA.
H. M. MARR & CO.,
Proprietors.
Main St.—Gm

DUNCAN HOUSE,
OIL CITY, PA.
J. E. STEEL, PROPRIETOR.
This Well Known House is situated on Spring Street,

near the Union Depot, has been thoroughly refitted and furnished throughout by the greatest practical
No pains will be spared to make it a first-class resort
at all respects.

ROCHESTER HOUSE,
Washington street, Petroluum Centre, Pa.
COLE & GRUFFIN,

This House is centrally located, and the general be-
quarters of oil men.
Petroleum Centre, Pa., August 8, 1896.

**PETROLEUM HOUSE,
OIL CITY, PA.**

Having recently taken possession of the above House
we would most respectfully inform the travelling public
that we propose to "keep a Hotel," and to convince
them of the fact, we invite all who wish the comforts
of a home, to call upon us. It will be found

THE HOTEL OF THE OIL REGIONS:
Our Sample Room is supplied with the choicest Wines,
Liquors and Cigars, and our tables will be found laden
with the very best market affords. There is con-
nected with the House four first-class Billiard Tables,
Alley, Barber Shop and Bath Rooms. Give me oil
and gasoline customers of the truthfulness of our
assertion.

**CHARLES W. STAATS,
JAMES C. WHITE.**

out-dit

PARK HOTEL.

ON THE AMERICAN & EUROPEAN PLAN.
Cor. Madison and Second streets,
Near City Hall Park, New York.
EUGENE WHEAT, Proprietor.

"It is Located in the very heart of the business
district, so close to the corner of Madison and
Second Streets, business men can do nothing but
enjoy the city."

L. MAYER,
(SUCCESSOR TO JOSEPH ROSENBERG)
DEALER IN
BOOTS AND SHOES
OF ALL KINDS.
Furniture alterations given to suit the latest
mode of work. Repairing neatly done.
Wm. H. Meyer, the English Shoe Maker,
107-109 St. Charles Street, New Orleans, Louisiana.

LOSEE'S

CLOSING OUT SALE

COMMONS

JANUARY 15, 1869.

OVER COATS

AT

Greatly Reduced Prices.

BUSINESS SUITS

MARKED DOWN.

UNDERSHIRTS & DRAWERS

Marked Down.

PRICES REDUCED

ON

CHILDREN'S CLOTHING.

PRICES REDUCED

ON

CUSTOM GOODS.

In fact Prices Reduced on

Everything in

WINTER CLOTHING,

HATS, CAPS & FURS.

Call and Examine Prices and Satisfy Yourself that I am in Earnest.

REMEMBER THE PLACE,

LOSEE'S BLOCK,

Titusville Morning Herald.

Titusville, Friday, Jan. 15, 1899.

READING MATTER ON EVERY PAGE

New Advertisements To-Day.

Cloning Out Sale—J. L. Losee.
 Tri-Mite Glycerine—Geo. M. Mowbray.
 Western Iron Co.—Sharon, Mercer county, Pa.
 Auction—James Rice.
 Vice and Instrumental Music—A. C. Schoolman.
 Charcoal Wanted—Crittenden Hotel.
 Billiard Table for Sale—T. J. Crowley.
 Regular Meeting—Aaron Chapter, No. 307, B. M. A. M.
 Cornish Hall—Kate Fisher.

Varieties.

—The Allegheny Valley Railroad Company intend building a new passenger depot at Venango City.

—The market for oil on the Creek yesterday was excited, unsettled and active. Sales were made at this point at from \$5.75 to \$6.25.

—Prof. A. C. Schoolman, advertiser for pupils wishing instruction in the theory and practice of vocal and instrumental music. See card.

—Reserved seats for Miss Dickinson's lecture can be obtained at the Post Office news rooms. There was a lively demand for them yesterday.

—A three eighth interest in the Black Flag well at Pleasantville, was purchased yesterday from J. H. Jack, by Messrs. Owsen & Bowers of Oil City, for \$2,000.

—Mr. Isaac Harris, deceased, had his life insured to the amount of \$10,000 in the Atlas Life Insurance Company, of Hartford, Conn., upon which he had made only one payment.

—Mr. J. A. Losee contributes to our columns a highly interesting two column article, which will be read with interest and profit by every reflecting citizen. His proclamations in this issue always "speak business."

—The Downer Oil Works at Corry, are to immediately resume operations, with C. A. Murdoch as manager, and James Lewis, superintendent. A great many unemployed men will thus be put to work again.

—Anna E. Dickinson is to lecture in Cornish Hall on Friday evening, 24th inst. The lecture, "A Struggle for Life, or Woman's Right to Live," is said to be one of her happiest, best and most brilliant efforts, and meets with general commendation wherever delivered.

—At an election held by the stockholders of the First National Bank of Franklin, on the 12th inst., the following Board of Directors was elected for the ensuing year: A. Plumer, R. Crawford, James M. Braden, M. W. Sage, J. K. Kerr, Sam'l Plumer, R. H. Woodbury, S. F. Dale, S. P. McAlmont. A. Plumer was confirmed as President and R. L. Cushman, Cashier.

—Edward McMahon, Clerk of the House, Washington, D. C., is actively engaged upon the Life and Times of Theodore Tilton, for early publication, and will be glad to receive copies of letters of the deceased on political topics from 1838 to 1898, and any personal incidents illustrating any point in his career, or any feature of his character. Original letters or other documents, if sent to him, will be returned after use.

—Destruction of the St. Bridge's Academy. Yesterday morning about 8 1/2 o'clock, a fire was discovered in the Catholic School Building on Main Street, known as St. Bridge's Academy. The inmates were soon aroused and the alarm sounded, but such excitement prevailed that no effort was made to extinguish the fire until it had made such headway that its suppression was impossible. The steam fire engine after considerable delay was brought to the Perry street reservoir, when it was discovered there was not sufficient hose to reach the fire; and before it could be brought to the scene of action, stretched and coupled, and the steamer put in operation, the building was enveloped in flames, and soon after entirely destroyed.

A considerable portion of the furniture and contents of the building were saved. The total cost of the structure, with furniture, amounted to \$10,500, on which there was an insurance of but \$5,000. There were various rumors as to the cause of the fire, some of the inmates attributing it to incendiarism, and others to a defective flue in the east wing of the building. It was occupied by the Sisters of Charity, and the Orphans—seventeen in number—under their charge.

There is naturally an inquiry as to the causes of delay in getting water upon the fire. There were many disadvantages to contend with, but in view of the facts presented we must infer that the Fire Department was in no fit condition for the emergency. In the first place, there were no means for hauling the steam fire engine to the fire. We believe there is a company organization, but it being understood that the city was to provide horses for hauling the engine, the company were not on hand. A few persons succeeded in hauling it from the engine house in the street, and there it remained until Capt. Morrison, the Assistant Engineer, had procured Mr. John Williams' team to drag it to the fire.

On arriving there it was found necessary to bring it back to the Perry street reservoir to obtain suction. This was distant an entire square from the fire, and there being only five hundred feet of hose on the reel belonging to the steamer, which was less than half the amount required to reach the fire, a detachment was sent after more hose. There were two horse carriages and one large hand engine, both without companies, in the engine house on East Spring street. The horses were accordingly brought down and attached to the hose carriages, and took them to the scene of action. Fifteen hundred feet of hose were required to reach from the reservoir to the fire. When the connection had been made and the steamer set to work, its services were not particularly required. The Hook & Ladder Co. are entitled to the credit of being promptly on the ground, and rendering such service as was in their power. Nobody doubts but that the building could have been saved, if proper facilities had existed for hauling the steamer and hose upon the ground within a reasonable time.

By the destruction of St. Bridge's Academy, the Sisters of Charity and the Orphans under their charge are deprived of their home, and about one hundred and fifty children are thrown out of school. The Union School is already uncomfortably filled in all its departments, and the Rev. N. Mignault proposes to make such temporary provision for their accommodation as will enable him to maintain his school until another building can be erected. It is his purpose to make a large proportion of the means by appeal to neighboring churches in his own district, and the balance by local subscription. A paper was put in circulation for this object yesterday afternoon, and the sum of about eight hundred dollars collected. We are requested to state that all who wish to contribute to the building of the school are to send their contributions to Mayor Hixley, or to Rev. N. Mignault.

CHARLES HARRIS, Book Cases and Easy Chairs—a large stock and in beautiful styles, just received at Ross Furniture Store, Diamond street, to-day, which will be sold at lower figures than ever before known in Titusville.

CHARCOAL.—Attention is called to the advertisement of the Crittenden Hotel, where 500 bushels of charcoal are wanted immediately.

On and after this date new stores will, except as

Prohibition.

The Temperance question was for many years the paramount issue in Massachusetts politics. A prohibitory law was enacted by the Legislature, but after a short trial its opponents rallied and through the professional co-operation of Gov. Andrew and other distinguished and influential Republicans effected its repeal. But the Prohibitionists are again agitating the question of its reenactment, and the reports of the officers of the police prisons and jails of the State are of such a character as to encourage a second crusade. These reports certify that "the increase of intemperance since the repeal of the prohibitory law is that State is truly alarming." This change in a single year, the temperance people contend, argues strongly in favor of a re-enactment of the repealed law. They hope, if it be re-enacted, that it will not be altered in a single particular. It was twelve years before the law was finally pronounced constitutional by the Supreme Court of the United States to which it was last carried. More than twenty decisions of the Supreme Court of the State were had upon the constitutionality of its various clauses. Over forty decisions were rendered upon the forms of indictment alone, and over twenty upon questions of evidence. Altogether the law was before the highest courts fully one hundred times. It is urged that, in the face of all this litigation, the amount of drinking decreased under the operation of the assailed statute. The old law having had almost every possible question raised upon it, is deemed, though it has acknowledged defects, preferable to a new law, which might be practically suspended in the courts for years. The anti-prohibitionists, backed by a business represented by twelve millions of dollars, have overthrown the temperance men in the very moment of their final judicial victory, and will not relinquish their ground until driven from it inch by inch. But, reinforced by the recent startling developments in regard to the amount of adulteration of liquors sold in first class saloons, and by the arguments drawn from the alleged fact of a great increase of intemperance and consequent crime in the State under the license law, the prohibitionists will be most formidable antagonists. The question is by no means yet settled in the Bay State.

Notwithstanding the recent manifestation made by about 12,000 Republicans at Madrid on the 29th of November, and announced for repetition on the 13th inst., with the addition of deputations from the provinces, it is doubtful if the Spanish nation will establish a Republican Government. When the late Government proposed a loan of 500 millions, Spanish capitalists came forward with eagerness, notwithstanding the unpopularity of Isabella II. With regard to the present loan of 520 million francs, but 232,000,000 francs were subscribed, and the Government has already revoked many revolutionary measures, and have reinstated all the municipal laws, which had been deprived of power by the revolutionary Junta. A recent issue has addressed a letter to Spain, urging the immediate abolition of slavery, he declares that to be complete, Spain should have Gibraltar and relinquish Cuba. There are many candidates for the vacant throne, the Italian journals declare that the Duc de Montpensier is sure of success, the provincial journals favor the cause of Reparto. There are always persons willing to accept the good things of this life. A respectable German has sent his portrait to the provisional government, together with a glowing description of his merits, which in his own opinion are calculated to confer perpetual bliss on the people of his country, which by the hearing of Providence may be confirmed to his paternal ears. The Queen, whose total disregard of public opinion caused her downfall, should be regarded with compassion. Her warm Spanish blood and heart could not bear alliance with a husband of a French lineage, and faith, which she had but of a tender station, might have been repaid, have made her name a by-word in Europe.

The New Registry Law. The bill introduced by Senator Taylor, of Beaver, on Wednesday, in the Senate, being the new Registry Law, is the act of the session, and will be supported by the Republican members of the Legislature. It embraces nearly all the provisions of the act of last year, but has been well considered by the legal talent of the State, and will undoubtedly pass. The act is exciting much attention, and the Democrats will oppose it.

The substance of the bill is that the election officers of Philadelphia shall meet on the second Thursday preceding the second Tuesday of October and Presidential elections, continuing in session from ten in the morning to seven in the evening each regular day till the evening of the following Tuesday. Outside of Philadelphia election officers shall meet on the second Monday preceding the regular October and Presidential elections, and continue in session from nine to seven o'clock of that and the following day.

The revising board shall have due discretion as to the striking off of the names of the dead, and for two days past everything on runneth has been in active request. No two surpasses Titusville in its display of the horse and beautiful vehicles, whether for winter or summer. The lively men are well patronized the year round, and there is a spirit of earnest competition among them to introduce something new and attractive with every succeeding season.

Yesterday Mr. J. W. Humphrey ran out a new three seated sleigh, drawn by a fast and handsome team, which with new harness and bells made a very dashing display. Mr. Frank Fowler now superintends Humphrey's establishment, and with the acquisition of considerable new stock, both in horses and sleighs, double or single, fast or slow, mettlesome or gentle, he is bound not to be outdone in the profession. He is in rear of the Bush House.

THE WESTERN IRON COMPANY.—We take especial pleasure in calling the attention of our readers to this establishment, whose card will be found in another column. Their works at Sharon, Mercer Co., Pa., are very extensive, embracing the mining from their own coal beds of all the coal used by them, the reducing of all the ore required which is brought from Lake Superior and the Bessemer and Clifton county mines of New York, and the manufacture of bar, sheet and boiler iron, and all appliances, for railroads, etc., etc. The facilities of the company are unsurpassed for receiving and shipping freight. They own two locomotive engines and four passenger coaches. The works are

located on the Erie Railroad, and are accessible by freight and passenger trains. The works are

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OUR WASHINGTON LETTER.

The Union Pacific Railroad.

WASHINGTON, D. C. Jan. 11, 1899.

Editors Morning Herald.

Assuming that the Union Pacific Railroad has not been worn threadbare by correspondence, I propose to give a few items I have gleaned while here in regard to that great enterprise, the construction of a railroad across the Continent, intended to bring the extreme Eastern and Western portions of our country into closer relations, and in connection with the line of steamers recently established between San Francisco and China, become a highway for a share of the commerce of the East, which from time almost immemorial has enriched those nations who were enabled to control it.

The original law, provided for a main line, commencing at the 100th meridian of West longitude, and terminating at the Western boundary of California, with five branches, and granted a subsidy in lands and bonds of the United States to aid in their construction. Afterwards many of the provisions of the original act were changed, and now it may be said that the main line commences at Omaha, in Nebraska, and terminates at San Francisco, California.

The Union Pacific Railroad Company, commencing at Omaha, are building West, and the Central Pacific Railroad Company, of California, commencing at Sacramento are building East.

The distance between the termini is 1,750 miles. Both companies have the right to continue on constructing, until the two roads meet and connect. There is consequently a great contest between them—one striving to get as far west as possible and the other east. Out of this rivalry undoubtedly grew a good deal of the talk about the inferior construction of these roads.

I am pretty well satisfied that for new roads now completed, and extending into the wilderness and over mountains, through an uninhabited country, they have been as far well constructed. Still, when they meet and connect, many things will then be required in order to bring them up to the standard of "first class railroads," but as the parties engaged in the work are men of large means, and have the ability as well, they will undoubtedly bring the road up to the standard of the law.

I started out to tell you how these roads had progressed since the initiation of the enterprise, but find I have wandered somewhat from my starting point.

The Union Pacific Company during 1895 completed 16 miles of track. During 1896 they completed, including said 16 miles, 350, and in 1897 constructed 340 miles, while in the year just past they completed 450 miles. This completes the road for 140 miles, and the same has been accepted by the Government. Twenty additional miles have been reported as completed and 60 miles as graded.

Four hundred and seventy miles of road completed and 1,000 miles graded, through the Rocky Mountains, I take it, is a somewhat powerful argument in favor of a good year's work.

The Central Company during 1894 constructed 31 miles of road. In 1895 they had 134 additional miles in running order and 30 miles graded and prepared for the superstructure. During 1896 the rails were laid on the 20 miles previously prepared, and 11 additional miles were completed, extending the road east of Sacramento to the 74 mile point. In 1897 30 miles more were completed, while in 1898 there was constructed 350 miles, making altogether 450 miles completed. The crossing of the Sierra Nevada Mountains raised the slow progress of this road prior to 1898. In order to surmount the obstacle interposed by them, 15 tunnels through solid rock, of an aggregate length of 5,100 feet, had to be excavated, and the altitude to the highest point reached 57,043 feet above the sea.

The Union Company's road crosses the Sierra Nevada, one of the ranges of the Rocky Mountains, at an elevation 10,000 feet higher than that reached by the Central in the Sierra Nevada, yet the former has no gradient exceeding 90 feet to the mile in surmounting that height, while the latter have to use the maximum grade of 110 feet to the mile in several places.

These two companies have now got within 307 miles of each other, having constructed 1,590 miles out of the 1,750. They have done even better than that, for out of the 260 miles, about 100 have been graded and prepared for the superstructure. From the rate of progress during the last year, we may judge as well as I can how soon the two roads will be in full connection from the Atlantic to the Pacific.

Nitro-Glycerine in Oil Wells. Nitro-glycerine has been used rather freely in the Church Run, at Shamburg, Patuxent Centre, on the Woods farm, Richardson farm, Roundville, etc., during the past three months, in charges from six to twelve pounds each, and with results in some cases extremely gratifying to the owners of wells. Among these, the Crossley well, No. 2, nearly the first, increased from six barrels to one hundred and seventy-five, the first day after the explosion, and has now settled down to a regular yield of thirty-five barrels per day. F. Crocker, Jr.'s well, Summit No. 2, increased after an explosion one hundred and fifty barrels, while Summit No. 2, Church Run, which was yielding one hundred and twenty-five barrels per day, from Thursday week to Sunday week last, in three days, there were accurately measured seven hundred barrels yielded by this well. One at Shamburg yielded one hundred barrels after an explosion of nitro-glycerine. Other results not so striking as the above, but giving yields of from twenty to thirty-five barrels per day, where previously the wells had only yielded six to ten barrels, seem to indicate that before despairing of a paying result, the prudent Superintendent should not neglect trying Nitro-glycerine. To assist in the more general knowledge of this new explosive, we submit the formula for preparing it. Take Sulphuric acid (oil vitriol) six parts; nitric acid, three parts; glycerine, one part.

Mix the sulphuric and nitric acids together, and after they have cooled, add the glycerine very gradually, constantly stirring, and cooling to add glycerine whenever the temperature rises to 80° Fahrenheit. As soon as the above three ingredients are incorporated, allow to stand for ten minutes, and then pour very gradually into five times their volume of water. Repeatedly add fresh water, pouring off each time the acid washings, so as to thoroughly remove the bottom of the vessel. There will be found in the bottom of the vessel a heavy, oily looking liquid, resembling melted paraffine, having a specific gravity of 1.6 as compared with water being 1.0. In other words, a vessel that will hold one gallon of water, weighing eight pounds, will contain 12 1/2 pounds nitro-glycerine, that being the weight of one gallon of this blasting agent. A ten cylinder two inches diameter will hold about two pounds to the foot run, and a cylinder 2 1/2 inches diameter will be found to hold three pounds for every foot running measure. These measurements are correct, and may be useful to owners of oil wells. Being an organic product, necessarily, variations of temperature and the mode of making will modify the result somewhat. If the temperature rises too high, the product will be too weak, and if it is too low, the product will be too strong. It is made in very large quantities, and is sold at a low price, and is a most valuable explosive, throwing the gas of its explosion into the air, and leaving no residue.

THE NATURALIZATION LAW.—A Memorial. The Union League Club of New York has lately appointed a committee, of which E. C. Hawkins is chairman and Colonel Granville P. Harris Secretary, to memorialize Congress for such a change in the Naturalization Law as will prevent future frauds, and to such a general law as the subject. The memorial is as follows:

"To the Honorable the Congress of the United States: We, your petitioners, citizens of the United States, having been naturalized, respectfully represent that the act to amend an act commonly known as the Naturalization Law, passed on the 22d of March, 1890, and which was amended by the act passed on the 22d of March, 1894, and which was amended by the act passed on the 22d of March, 1896, and which was amended by the act passed on the 22d of March, 1898, and which was amended by the act passed on the 22d of March, 1899, and which was amended by the act passed on the 22d of March, 1900, and which was amended by the act passed on the 22d of March, 1901, and which was amended by the act passed on the 22d of March, 1902, and which was amended by the act passed on the 22d of March, 1903, and which was amended by the act passed on the 22d of March, 1904, and which was amended by the act passed on the 22d of March, 1905, and which was amended by the act passed on the 22d of March, 1906, and 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All Sorts.

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FREY & BEAR

1. **THE STATE OF TEXAS, COUNTY OF DALLAS, ss. I, J. L. BARNES, Clerk of the County Court, do hereby certify that the within and foregoing is a true and correct copy of the original as the same appears on the records of said County Court.**
 2. **WITNESSED my hand and the seal of said County Court at Dallas, Texas, this 1st day of May, 1910.**
 3. **J. L. BARNES, Clerk of the County Court.**

INSURANCE

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THE ROBERT

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We have created a new form for transferring interests in oil and gas leases. They are just the thing, being drawn by a noted lawyer and engineer. Call for the Patent Form in the Business Office.

Oil Creek and

7.10 A. M. Mail, leaves Pittsburgh, 1:00 p. m.
2.00 P. M. Mail, leaves Venango, opposite
and arrives at Pittsburgh at 5:30 a. m.
same route.
7.10 A. M. Mail, leaves Pittsburgh and
Venango, opposite Oil City, 1:30 p. m.
7.10 A. M. Mail, leaves Pittsburgh at
same route.
November 5, 1900

Higheny River Railway.

City, **Aspen**,
Advertisement,
 9:00 p.m. 4:01 p.m. 11:00 p.m.
 4:10 p.m. 4:10 p.m. 11:10 p.m.
 9:00 p.m. 4:01 p.m. 11:00 p.m.

EASTWARD.
 Leave Mendocino, L. Franklin, At ON ONY.
 9:10 a.m. 9:30 a.m. 9:50 a.m.
 1:00 p.m. 1:20 p.m. 1:40 p.m.
 4:00 p.m. 7:30 p.m. 10:00 p.m.

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